

The Citizen

A family newspaper for all that is right true and interesting.

Published every Thursday at Berea, Ky.

BEREA PUBLISHING CO.

(Incorporated)
J. P. Faulkner, Editor and Manager.

Subscription Rates

PAYABLE IN ADVANCE.

One year \$1.00
Six Months50
Three Months25

Send money by Post-office or Express Money Order, Draft, Registered Letter, or one and two cent stamps.

The date after your name on label shows to what date your subscription is paid. If it is not changed within three weeks after renewal notify us.

Missing numbers will be gladly supplied if we are notified.

Five premiums cheap, with new subscriptions and prompt renewals. Send for Premium List.

Liberal terms given to any one who obtains new subscriptions for us. Any one sending in four yearly subscriptions can receive The Citizen free for himself for one year.

Advertising rates on application.

MEMBER OF



With a microscope in every kiss how many narrow escapes do you suppose you have had?

Was it not lucky that the dear women got rid of their rats before the hot wave came along?

Some people do not believe in vacations. They needn't go to the school-boy for sympathy.

With the wider use of bubbly fountain nearly everybody will learn to drink like a horse.

A boy does not regard it as a hardship to have to take swimming lessons during his vacation.

No objection can be raised to the countless man unless he sheds his good manners with his coat.

They are breaking the bathing records in Boston. Hot weather will drive people to anything.

The fool that rocks the boat is with us in summertime, but the fool that speeds his auto is with us always.

All society is now divided into two parts—those who have and those who have not been up in an aeroplane.

One of the troubles about fly swatting is that where one fly is swatted two more appear to plague the swatter.

A newspaper devotes a page of type and pictures to showing how to manage a canoe. There is only one way. Walk.

A Philadelphia man has just sold his automobile to get money to buy a house. Just to be different, we presume.

What has become of all our American aviators? The foreign aviators are winning all the prizes and breaking all the necks.

One weather expert says the world is growing warmer, but he listens in vain for applause. Bring on the prophet who says the world is growing colder.

A man in California, saved from drowning, gave a dime to his rescuer. Hence, it is fair to conclude that no life of value to the world was saved to it.

A good many of our citizens are anxious to know whether the completion of the Panama canal will have any effect upon the price of Panama hats.

Surgery has restored his reason to an insane man. Surgery does many wonderful things, but it has not reached the point whence it can restore his money to a bankrupt.

One of the professors has been developing new kinds of potato bugs in order to prove the theory of evolution. Why not prove the theory with something that might become useful?

A Boston woman started out to do a man's work—but it rained and her back hair came down.

Catching a big fish caused one man to die of excitement. Perhaps you are lucky in that the big fish you hook always get away.

Manager Chance has been hit on the head with pitched balls thirty-eight times, but that is not what makes him so great a manager.

Some authorities hold that aviators are trespassers except over navigable waters. But no one can catch them in the act.

A street car motorman has been arrested in New York for exceeding the speed limit. Of course, there did not happen to be a coal wagon in the track.

A new operatic importation can sing in various languages, but speaks only Japanese. The accomplishment is of doubtful value, for it is at all times difficult to tell what tongue the grand opera star warbles with.

TEAM CHOSEN FOR NATIONAL SHOOT

FIFTEEN KENTUCKY SHARP SHOOTERS WIN PLACES AND WILL GO TO CAMP PERRY.

DROUGHT GROWING WORSE

Record of Twenty-Five Years Broken for Long Dry Spell—Water Has to Be "Toted" in Many Instances for Stock and Domestic Use.

Orville Rifle Range.—By the stern process of elimination, the whole membership of the Kentucky brigade of infantry has resolved itself into a rifle team of 15 experts.

The men who made good and will go to Camp Perry to try for national honors, August 21, are:

Lieut. Col. A. McLean Moffett, Frankfort; First Lieut. D. W. Barrett, Booneville; Maj. Jackson Morris, Frankfort; Capt. William H. Meadows, Louisville; Capt. James R. Sams, Lexington; Lieut. Col. Felix Kerrick, Louisville; Capt. James H. DeWeese, Louisville; Sergt. Thomas Peyton, Earlinton; Corp. William Phipps, Salyersville; Capt. Bolling G. Nelson, Hopkinsville; First Lieut. Frederick W. Staples, Lexington; Sergt. Dexter Hall, Somerset; Capt. Henry W. Rogers, Earlinton; Capt. H. Testamson Back, Jackson.

SUFFERING FOR WATER.

Lexington.—Farmers attending the Blue Grass fair report the drought in Eastern Kentucky to be the worst in 25 years. Many streams have dried up and water for drinking purposes and to water stock is in many places at a premium.

All crops are so badly scorched that it is believed that less than half the usual yield will result at the harvest.

Navigation on the Ohio river has been stopped near Maysville and this and other rivers are in some places lower than since 1881.

The situation is growing worse and there is no rain in sight.

HEAD WIND ALL THE WAY.

Aviator McCurdy Flies Thirty-Six Miles in Kentucky.

Lexington.—J. A. D. McCurdy, the Canadian aviator, flew from the fair ground here to Winchester and return. The flight, 18 miles each way, was made in a biplane. McCurdy bucked a head wind all the way out, but arrived in Winchester 35 minutes after leaving here. He came back in 24 minutes.

WILD ONIONS IN WHEAT.

Glasgow.—A number of wheat crops in Southern Kentucky are about to become worthless by wild onions having grown into the wheat lands. Several of the farmers will dry the wheat thoroughly and attempt to separate the onion seed from the wheat. However, this is a very tedious task, and it is hardly probable that it can be done successfully. In case the wheat is unfit for bread purposes it will be fed to stock. W. H. Jones, of Glasgow, is about to lose his entire crop of some 300 acres.

KICKED BY HORSE.

Glasgow.—Eugene Copas was kicked by a horse and it is feared internally injured. The young man has been unconscious since the accident and his attending physicians think his condition critical. He was hitching the horse to a buggy when the accident occurred.

FARMERS SELLING STOCK.

Carlisle.—The heaviest shipments of live stock ever known at the season are being made from this city. Farmers from Nicholas, Bourbon, Robertson and Bath counties are bringing them here and shipping them to the river markets. The drought is the cause.

SHOT IN MELON PATCH.

Franklin.—A young son of Gib Allen, a farmer, was shot and dangerously injured. Young Allen with some playmates had entered the melon patch of a neighbor, and while there the young man was shot in the back by an unknown party.

PARIS DENTIST HURT.

Paris.—Dr. Raymond McMillan was found lying by the Paris and Cincinnati pike unconscious and badly bruised about the head and body. It is supposed that his horse took fright at a passing automobile and ran off with him.

Maysville.—The annual Farmers' institute for Mason county will convene in a two days' session at the court house Tuesday and Wednesday, August 22 and 23, and will be presided over by J. U. Rhershafer, of North Pleasureville, Ky.

Jackson.—Seemingly seeking revenge for testimony given against him Bud Turner, of Quicksand, Breathitt county, led a party of friends in an attack on a railroad camp. At the first exchange Turner was killed and his followers fled.

THE ELEPHANT COULDN'T KUTTAWA.

Kuttawa.—A ponderous elephant perigrinating peacefully at the end of his tether in a Wild West show, became aware of better foraging outside. For several hours he threw the people of this place into abject terror. At the home of Perschell Glenn the pachyderm entered the garden by tearing away a section of the fencing, took a fancy to an ice cream freezer, and after extracting all the "goodies" therefrom got the can fastened on his trunk and beat a wild tattoo trying to get it off again.

SIAM SENDS A STUDENT.

Lexington.—The government of Siam has notified Judge Henry S. Barker, president of Kentucky state university, that Nai Tee, a young Siamese, will be sent to the university this fall to matriculate in the college of agriculture and that his expenses will be paid by the government of Siam.

The communication states that the people of Siam are taking up the cultivation of tobacco and that the special object in sending Nai Tee to the Kentucky university is to study the methods of growing and handling tobacco in this state.

Nai Tee has just completed a course in the study of cotton production at the University of Mississippi. He will matriculate at Kentucky state university and will probably take the full four years' course in the college of agriculture.

Siam is the second to send a native to the college of agriculture to make a special study of tobacco culture within the last two years. In the fall of 1909 Johannes Duplessis Oosthuizen, of Pretoria, Transvaal, South Africa, was sent to the college by the government of South Africa, and he is now a junior in that college, his major study being that of tobacco culture.

RICHMOND TO HAVE FAIR.

Richmond.—It has been decided to hold a fair in this county. Sheriff David A. McCord has been elected president; Earl Curtis and J. B. Walker, vice presidents, and James A. Crutcher, secretary. Arrangements are being planned to offer the biggest premiums ever known here, and every form of exhibitable stock will be on display. The dates set aside for the fair are September 7, 8 and 9.

DROGGED OVER WIRE FENCE.

Elizabethtown.—The feature of the meeting of the Muldraugh Hill Medical society was an address by Dr. Dudley S. Reynolds, of Louisville, on "Mental Responsibility." The meeting was presided over by Dr. J. L. Atkinson, of Campbellsville, and was largely attended by Louisville and county physicians.

JUDGE RECOVERS VOICE.

Vanceburg.—Judge A. H. Parker, who has been seriously ill for two weeks, has recovered his voice, which he lost August 12, 1894. He is improving rapidly and is unquestionably the happiest man in Kentucky.

SHOT AND KILLED BY FARMER.

Taylorville.—In the presence of a large crowd John A. Cottrell, a farmer, shot and killed George Pou, his former employee, at the Spencer county fair after a quarrel over money.

Madisonville.—Nothing has caused more rejoicing among the farmers of Hopkins county for months than the heavy downpour of rain. For weeks, excepting some light showers, the drought has been working havoc on corn and tobacco. The blistering sun following short showers caused the crops to fire. The entire county has had a good drenching with prospects of more to follow. Corn and tobacco can safely be predicted the best for years.

Danville.—Mrs. W. C. Grinstead, sister-in-law of former Mayor Grinstead, of Louisville, had a narrow escape from death. Her horse took fright at an auto and bounded over an embankment. Mrs. Grinstead carried her little granddaughter in her arms. The infant escaped with a few bruises, but Mrs. Grinstead sustained a broken ankle.

Maysville.—George Longnecker, who shot and killed George Watson, alias Insko, near Maysville, on the night of June 15, while Watson and his pal, Durnall, sought to rob Longnecker and Timothy Ryan, has been sued for \$15,000 damages through the Equitable Trust Co., as guardian.

Mt. Olivet.—The central portion of Robertson has not received the rain that other sections have enjoyed, and the crops and pastures seem on the verge of utter destruction.

Glasgow.—Judge S. E. Jones left for Campton, Wolfe county, where he will preside at a four weeks' term of court. He goes under the new law which authorizes the governor to send the circuit judges to any other district when they are at leisure. The present appointment takes Judge Jones' vacation away from him, but he is very much in favor of the new law.

Glasgow.—Great preparations are made by the Macabees for the entertainment of their visitors at Mammoth Cave.

NEWSPAPER PLANT DESTROYED

Explosion in the Engraving Department of the Louisville Herald Held Responsible For Heavy Damage Loss.

Louisville.—Fire, believed to have been caused by an explosion in the engraving department, completely burned the interior department of the building of the Louisville Herald, destroying the plant. The explosion occurred after all editions had been published, and comparatively few persons were in the building at the time. All linotypes, presses and stereotyping machinery were wrecked, and little was saved in the way of furniture.

When the fire was discovered 15 employees were in the building. All of them escaped without injury. Two men, Joseph Hamilton, an engraver, and B. F. Bache, a machinist, were on the upper floors when the first big linotypes tore through the floors to the basement below. Both of these experienced narrow escapes. Fire Chief Lohan and half a dozen of his men had a narrow escape from falling machinery.

The loss, including the damage to the building, will amount to about \$165,000. Pending the completion of the Herald's new building, started several months ago, the Herald will be published from the plant of the Evening Post.

The fire was the sixteenth destructive blaze visiting Louisville in 36 hours. Local fire losses have reached close to \$225,000. The fire marshal will conduct an investigation.

HARD AT WORK.

Farmers Resume Grading on Central Lincoln Road.

Scottsville.—Gravel hauling on the Central Lincoln road which was checked by the rain, was resumed with enthusiasm. The graveling work is being done by three separate crews. One crew started at the city limits of Scottsville and is working towards Glasgow. One is working at Cedar Springs and the third at the town of Petroleum. The farmers are enthusiastic at the work done and expect to finish the road in this county before bad weather.

DRY FIELDS ON FIRE.

Carlisle.—Fields of dry grass and weeds are burning along the railroads in every direction. Large acreages in places have already been laid waste from the fires, so dry has become the vegetation, and fencing in places has been saved with great difficulty. Nothing more than half a crop of corn or tobacco can now be hoped for.

PASSENGERS TERRORIZED.

Paris.—Five men who had been terrorizing the passengers on a south-bound Louisville & Nashville train from Winchester were arrested and placed in jail. The men boarded the train at Winchester for Cynthia, and, being intoxicated, proceeded to make things lively.

LIGHTNING DESTROYS BARN.

Georgetown.—A seed barn belonging to James Ewing was struck by lightning and burned to the ground. It contained blue grass seed, corn and hay valued at \$1,200. Forty neighbors assisted in keeping fire from the adjoining big valuable stock barn.

SCHOOL TEACHER SLAIN.

Somerset.—J. A. Phelps, a farmer, shot and killed Riley Price, a school teacher. Price and Phelps had trouble Christmas, when Price shot Phelps in the shoulder. Since that time the two men had not met until the killing took place.

LARGE PURCHASE OF MULES.

Vanceburg.—The largest sale of mules for this year was made when W. L. Cooper purchased 34 head from Mrs. Steele & Sons.

Georgetown.—A heavy hailstorm visited the western and northern end of Scott county, doing tobacco considerable damage. A three-hour rain followed, bringing great relief to suffering stock.

Lexington.—Although the Blue Grass fair was opened without the usual ceremonies of speaking or parade, the crowd in attendance was one of the largest ever seen on the grounds upon the first day.

Springdale.—J. R. McAllister, of Huntington, W. Va., fell 44 feet from a bridge. His injuries at first were not considered serious, but he died from their effects.

Cawood.—Marion Stewart, Sr., and Robert L. Cawood were shot and seriously wounded at the school election.

Louisville.—One death from pellagra has occurred here.

Carlisle.—The arrangements for the big Democratic barbecue to be held at Blue Lick Springs August 31, are reaching large proportions, and Democrats of many counties are becoming deeply interested. Big delegations are expected to attend from Lexington, Louisville, Covington and some even from the western part of the state.

Williamsburg.—The city council has submitted a proposition to vote \$30,000 bonds for waterworks at the November election. If the bonds fail a franchise will be sold.

THE AMERICAN HOME

W. A. RADFORD
EDITOR

Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is, without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 123 West Jackson boulevard, Chicago, Ill., and only enclose two-cent stamp for reply.

The joy of home building for a great many, especially for those living in our larger cities, is to get far out into the country, in some of the numerous pretty little suburbs that are within easy commuting distance. Most American cities are fortunate in their suburbs. If the home builder wants a wooded komatse, a marine view, a beautiful river cottage, picturesque scenery where nature has scooped out ravines and built hills, or if the tastes run more to agriculture and poultry raising, a suburban community can usually be found that pretty exactly meets the requirements.

There are two kinds of suburbs, those that "just grow" and those that are the outgrowth of plans laid out by men of foresight. "Give me good transportation, electric cars every ten minutes, and let me have a hundred acre farm fifteen miles from the business section of the city, and I will show you a thriving suburb in five years," recently said a veteran in the art of promoting suburban development.

This gives a valuable tip to the man who wants to build himself a home and at the same time realize a good profit on his investment in the event of sale. Pick out a likely looking suburb where the land values have not gone up too high, and pioneer it for awhile. It will be worth doing without some of the extreme conveniences of city life for a time, if by so doing you can sell your place in ten years' time for two or three times as much as you paid for it.

Invest in acre property and enjoy the pleasure of a nice garden, green lawns, shrubs, trees and flowers with plenty of sunshine and open air all around, and all your own. Then after a time when the suburb has developed, you can sell off a lot or two and be practically independent for life.

It is natural for the prospective home builder to ask, "What is the best kind of a house to build? What material should I use?" The best advice in answer to this is, "Place your case in the hands of architects who have made a specialty of home planning, and get their expert advice as to just the kind of residence that will best meet your needs; and next, more important still, 'build well.' There

is no wisdom or economy in putting your savings into a structure that will be tumbled down around your ears by the time you have it paid for. Substantial, first-class construction, using good grade, permanent building materials, costs but little more than the temporary sort.

It is well to have an eye to the fire-resisting character of the house, especially when built in the suburbs or smaller communities where there is very little fire protection. The fire-resisting materials, brick veneer, cement, etc., with slate or tile roofs are exceedingly popular and help to make the best sort of building investment.

The design illustrated herewith is a cement plaster house, the cement applied over expanded metal lath. This is a method of construction that has attained great popularity the last five or six years for suburban building. At a cost of very little in excess of ordinary clapboards or shingle siding this cement plaster is put on, making a house that has all the advantages,

so far, as substantial appearance goes, of a brick masonry structure. The cement plaster is applied in three coats, completely imbedding the expanded metal lath and building up a covering about three-quarters of an inch in thickness. This is thoroughly waterproofed with special waterproofing paint that has been developed for this purpose, so all difficulty from this source is removed. It is said that houses built in this way are just as warm in the winter time as houses of brick or stone, and at the same time are much dryer, being in this respect equal to a substantial frame house.

As to artistic appearance, nothing is finer. From the illustration it will be seen that ornamental panel strips of wood are used in connection with the cement plaster siding to break up the large surfaces and produce an attractive "English half-timber" effect. The interior of this house is arranged both conveniently and to get the greatest amount possible of desirable living space. The living room is a very large apartment, extending clear across the front of the house, and is well lighted. The reception hall is so placed as to be an attractive addition to the living room. The dining room and kitchen are well situated.

On the second floor there are four large bedrooms, with clothes closet space. The bathroom is on this floor. The total width of this house is 34 feet, its length, 48 feet 8 inches. It is stated that this design can be carried out complete for \$4,000, using a good substantial grade of material throughout. For a substantial suburban home it has many points in its favor.

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

ment, etc., with slate or tile roofs are exceedingly popular and help to make the best sort of building investment.

The design illustrated herewith is a cement plaster house, the cement applied over expanded metal lath. This is a method of construction that has attained great popularity the last five or six years for suburban building. At a cost of very little in excess of ordinary clapboards or shingle siding this cement plaster is put on, making a house that has all the advantages,

so far, as substantial appearance goes, of a brick masonry structure. The cement plaster is applied in three coats, completely imbedding the expanded metal lath and building up a covering about three-quarters of an inch in thickness. This is thoroughly waterproofed with special waterproofing paint that has been developed for this purpose, so all difficulty from this source is removed. It is said that houses built in this way are just as warm in the winter time as houses of brick or stone, and at the same time are much dryer, being in this respect equal to a substantial frame house.

As to artistic appearance, nothing is finer. From the illustration it will be seen that ornamental panel strips of wood are used in connection with the cement plaster siding to break up the large surfaces and produce an attractive "English half-timber" effect. The interior of this house is arranged both conveniently and to get the greatest amount possible of desirable living space. The living room is a very large apartment, extending clear across the front of the house, and is well lighted. The reception hall is so placed as to be an attractive addition to the living room. The dining room and kitchen are well situated.

On the second floor there are four large bedrooms, with clothes closet space. The bathroom is on this floor. The total width of this house is 34 feet, its length, 48 feet 8 inches. It is stated that this design can be carried out complete for \$4,000, using a good substantial grade of material throughout. For a substantial suburban home it has many points in its favor.

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I have never been in a wreck, I have never even seen a wreck, I have never seen but one ship in distress, and I have never had a serious accident to a ship under my command. Of course, there are storms and calms, fogs and bergs, but they are the incidents of every-day life on an ocean liner. My life has been completely uneventful."

Life at sea is uneventful. Life at sea is as uneventful as selling groceries, according to Capt. E. J. Smith, who commands the Olympic, the largest steamship in the world, which reached port recently. He doesn't find the romance or the thrill or the sustained excitement in his life's work that tellers of sea tales do. Of his forty odd years on the ocean he only remembers that the work was hard and the responsibilities great. "I have been fortunate, I suppose," he said. "I